

CHICAGO HEIGHTS TERMINAL TRANSFER R. R. Co.

OFFICE OF SUPERINTENDENT.

G. M. WEST,
SUPERINTENDENT.

CHICAGO HEIGHTS, ILL., Feb'y 23rd, 1903

Mr B. P. Jones,

Valdosta, Ga.

Dear Sir:-

Your favor of the 20th is at hand. I note the route you have planned, but think that possibly a line striking the L. & N. between Marianna and Cottendale, or near the latter place, would admit of an extension north, which would be valuable. I had thought that perhaps later on a branch from this line about 20 miles south of the L. & N. running north easterly to River Junction might pay. At the Bay end you would have some very shallow water anywhere east of Parker, and that would always materially affect your water shipments, and add to the cost of transportation.

While a 45 # rail might answer for the light work of logging &c., yet the heavy cars now being used on roads, and which you would have to handle more or less, would make such a rail expensive to keep up, and costly in the end. It would also not comply with the State requirements of a standard road; they requiring at least 56 # steel. I think however there might be quite an amount of from 56 to 70 # metal, 2nd hand material, picked up at various points east and south.

I too have been trying to see what the owners of land in that section would do toward a line. Some are favorable to quite an extent. Others not ready to act. I have learned since writing you that any road chartered in Florida can obtain eight thousand acres of land per mile upon complying with certain requirements which can be done easily. I think with such a charter the road could be built with the proceeds of the land granted. I am very anxious to get this matter started and the Florida Grand Trunk do not move fast enough to suit me.

Truly yours